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CENTRAL FAX CENTER****NOV 26 2007****AMENDMENTS TO THE SPECIFICATION**

Please replace paragraph [0003] with the following amended paragraph:

**[0003]** A serious problem resides in the relatively long time taken for passengers to board the aircraft and also to disembark when the aircraft is parked at a so-called gate. ~~This that~~ That means that the time lapse from the time at which the aircraft has landed to the time at which it can re-start is unnecessarily long, which is both uneconomic and causes the passengers to feel that they are forced to wait unnecessarily.

Please replace paragraph [0030] with the following amended paragraph:

**[0030]** The outer end of the outer part 10 of the passenger bridge 4 is thus adapted for connection to a door on the body of the aircraft, the door being located on one side of the aircraft and aft of the aircraft wing 6. That outer end ~~40~~ includes the cabin 5, which can be swung about a vertical axis to take a position parallel with the aircraft body. The cabin 5 is also telescopically movable for limited movement to a position in which it lies adjacent to and around the door on the body of the aircraft.

Please replace paragraph [0032] with the following amended paragraph:

**[0032]** As mentioned previously, the passenger bridge 4 is movable through the agency of a drive means 12 provided on the outer end of the inner part 7 of the bridge. The drive means 12 is of a known kind and rests against the airport parking

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apron 15 on wheels 13, 14, wherein the wheels are preferably driven individually. The drive means enables the passenger bridge to be driven in any desired direction. The passenger bridge also includes, as known per se, telescopic parts, i.e., telescoping elements in the form of tunnel-like elements that are generally rectangular in cross section.